

WASHINGTON AVENUE BRIDGE  
(Washington Avenue Viaduct)  
Sedalia  
Pettis County  
Missouri

HAER No. MO-29

HAER  
MO  
80- SEDALIA,  
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey  
National Park Service  
Rocky Mountain Regional Office  
Department of the Interior  
P.O. Box 25287  
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD  
WASHINGTON AVENUE BRIDGE (Washington Avenue Viaduct)

HIAER  
MO,  
80-SEDALIA  
1-

I. INTRODUCTION

Location: Spanning the Missouri Pacific Railroad tracks on Washington Avenue between Main and St. Louis Streets in Sedalia, Missouri

Quad: Sedalia East, Missouri (1973)

UTM: 15/479560/4283980

Date of Construction: 1910-11

Present Owners: City of Sedalia, Missouri  
Missouri Pacific Railroad

Present Use: Vehicles (primarily passenger cars and light trucks) and pedestrians use this bridge. The City of Sedalia has been awarded a Community Development Block Grant to partially finance construction of a replacement bridge capable of bearing the weight of fire engines, which this bridge cannot support. Federal Off-System Bridge funds will provide 80% of the construction cost, and city funds also will be used.

Significance: The Washington Avenue Bridge is a single-span, steel Pratt through-truss bridge with a wooden deck and walkway. While the Pratt was an extremely common type, the Washington Avenue Bridge is the only example of its specific design in Pettis County. Also, to date no Pratt truss bridge in Missouri has been entered on the National Register of Historic Places.

Historian: Roger Maserang, Show-Me Regional Planning Commission, June 1987

## II. HISTORICAL INFORMATION

### A. BACKGROUND

Today's Washington Avenue Bridge (originally called the Washington Avenue Viaduct when it was erected in 1910-11) is actually the second bridge to span the railroad tracks of north Sedalia at Washington Avenue. The first, built in 1867-68, apparently was more decorative than practical: "Owing to a slight deficiency between the roadway and the bridge--a matter of only some 20 to 30 feet--no wagons ever crossed over it," recalled J. West Goodwin, former publisher of a Sedalia newspaper called The Daily Bazoo.<sup>1</sup>

Goodwin's recollection of Sedalia's first major bridge was the substance of a newspaper article published on Jan. 31, 1911, two days after the second (and existing) Washington Avenue Bridge was opened to public use. Goodwin found it especially ironic that although the city lacked a bonafide river, it nonetheless had a bridge:

"About the year of our lord 1867, the prevailing mania of western towns was bridges--iron bridges," wrote Goodwin. "Sedalia...was determined to have a bridge also--an iron bridge at that. True, we had no river here but Pearl River, and it was an unpretentious waterway, not worth bridging with iron, but what of that? We had a railroad, and it would be just as interesting to gaze down upon a railroad as it would be a river, besides the advantage of absolute immunity from drowning. No person disappointed in love ever committed suicide from the iron bridge. That is official history."<sup>2</sup>

Goodwin obviously considered the affair to be a rather humorous commentary on human faddism. In any case, the proposal to ere an iron bridge across the Pacific Railroad track at Washington Avenue was made by Alderman Sam S. Vinton. If there was dissen it was not, apparently, reported. The city hired Julius Barbar of Louisville, Ky., who agreed to construct an iron bridge for proximately \$2,500. Work began in 1867 and was completed in Ap 1868. Sedalia's population of approximately 4,500 was growing rapidly.

"People who passed up and down the road looked up when they pas under that bridge and wondered what it was for," recalled Goodw. But the bridge became a handy reference point even if it was mo of a conversation piece than essential architecture: "It was h for the newspapers to say that such an event happened on the ra below the bridge, or above the bridge. And that is about all t good the bridge ever did, except to locate the "Junction House, place at the north end of the structure, which bore a very unsa reputation for many years, but (has been) razed,"<sup>3</sup> he wrote.

This viaduct was short-lived. Whether the first Washington Avenue Bridge was dismantled because it became structurally unsound or for another, more subjective reason was not determined. It is impossible to say with certainty, but Goodwin's account gives t impression that the road to the viaduct was not completed becau it simply wasn't needed. Apparently, the structure was used solely or primarily by pedestrians. In any case, in February 1 five years after its construction, the city paid Tesch and Glec

\$110 to dismantle and remove the offending iron. Most of the metal segments were sold as scrap and carted off.<sup>4</sup>

B. BACKGROUND: PLANNING AND BUILDING THE NEW BRIDGE

The earliest information documenting the second effort to provide an elevated connection between the north and south parts of Sedalia can be found in the Dec. 31, 1908 issue of the Sedalia Democrat-Sentinel. It was reported that Judge I. N. Danforth of the Pettis County Court, Charles McEniry of the 12-Mile Road District, and Sedalia Mayor J. L. Babcock were negotiating with the Missouri Pacific and Missouri, Kansas and Texas Railways to build a viaduct over the railroad tracks at Washington Avenue between Main and St. Louis Streets.

By this time, Sedalia had become an important regional railroad center. Two railroads, the MK&T and the Missouri Pacific, built elaborate machine shops and other repair facilities at Sedalia. There were passenger depots, freight depots, and stockyards. There was even a railroad hospital for MK&T employees. Jobs were provided for several thousand men. But the growth of railroading meant increased blockages between north and south Sedalia. Clearly, the proposed new bridge would satisfy a need rather than cater to a fad or "mania."

On June 6, 1910, the Sedalia City Council adopted an ordinance awarding a contract to the Midland Bridge Co., Kansas City, for construction of a viaduct over the railroad tracks. The \$12,000 cost was to be shared by the city (25%), Pettis County (25%), and the two railroads (50%).<sup>5</sup> Midland was described in the ordinance as the "lowest and best bidder." The document of reference is

Ordinance No. 1123, a copy of which is appended. The public report of the award appeared in the June 7, 1910, issue of the Sedalia Democrat-Sentinel.

Construction began in early winter. It was anticipated that it would be a two-month project. The actual construction time was only slightly longer than expected, about 10 weeks. Steel and other construction materials arrived at the site on Nov. 5, 1910.<sup>6</sup>

On Sunday, Nov. 6, the Democrat-Sentinel reported the arrival of Midland work crews: "Tomorrow morning a big force of men will begin the construction of the viaduct proper." The \$12,000 crossing was to be 320 feet long with a main span of 105 feet, a 40-foot dirt approach on the south and a 60-foot dirt approach on the north. The paper said the bridge would be finished by Jan. 1, 1911.<sup>7</sup>

On Nov. 10, work began on the concrete supports. George E. Cole and a Mr. Wherley were key Midland personnel for the project, apparently serving as foremen. Frank T. Leaming was city engineer.<sup>8</sup> The project seemed to go smoothly, and on Jan. 26, 1911, workmen installed the wooden railings. City Engineer Leaming was quoted as saying that teams would be able to cross the bridge the next day--Friday, Jan. 27, 1911.<sup>9</sup>

The Washington Avenue Viaduct was formally opened to a crowd of several hundred people on Saturday, Jan. 28. The Democrat-Sentinel on Jan. 29 described the occasion, noting that many people were seeing the bridge for the first time. The following paragraphs are excerpted from the news article, which was headlined in the old, multi-deck style: "VIADUCT OPEN; Large Assemblage Present At the Dedication Saturday Forenoon; "Boosters" Were Out in Force; Mayor

J. W. Mellow Delivered a Brief Address--An Improvement that Will Be of Material Benefit to City."

"The new viaduct that spans the tracks of the Missouri Pacific and Katy railroads on Washington Avenue just completed at a cost of \$12,000, borne jointly by the city of Sedalia, Pettis County and the railroad companies, was formally thrown open to the public yesterday forenoon," the article began. "President Spencer, of the Sedalia Boosters Club, had requested as many members of the club as could conveniently do so to assemble at the Citizens Bank, corner of Main and Ohio, at 10:30 o'clock and go in a body," the Democrat-Sentinel account continued.

"A large crowd of Boosters and others responded and the assemblage numbered several hundred people, many of whom then viewed this splendid new structure for the first time, and all were profuse in their praises of its utility both as a convenience to the driving public and as a safeguard against the dangers that have long characterized that crossing," the article continued. "Mayor J. W. Mellow was present and responded to the insistent calls for a speech by the statement that his notice of the celebration had been received but a few minutes before starting. But he felicitated the citizens of Sedalia and Pettis County on the evidence of progress; that its construction was one of the things he had promised when seeking election, and he indicated a purpose to provide a rock road connection between Washington Avenue and Engineer Street. He called attention to the fact that another of his projects was the improvement of Liberty Park, about which

he is quite sanguine of success....."<sup>10</sup> The article continued for several paragraphs, with considerable politicking but no additional references to the bridge.

The year 1910 was a time of large-scale bridge construction throughout Pettis County. Forty-two bridges were erected that year at a total cost of \$12,000.<sup>11</sup> The Washington Avenue structure was by far the largest, costing as much as the other bridges combined. Other bridges completed in Missouri in 1910 included the McKinley Bridge over the Mississippi River at St. Louis, a major bridge dedicated by Missouri Governor Hadley and Illinois Governor Deneen on Nov. 10.<sup>12</sup>

Other construction proposed in Sedalia during 1910 included the Hotel Terry, an \$80,000 structure at Second and Lamine designed by Sedalia architect Thomas W. Bast; and the Bothwell Hotel, a \$150,000 building of five stories at Third and Ohio.<sup>13</sup> An existing building (Hotel Huckins) was to be remodeled for the Terry project and buildings were to be dismantled for the Bothwell project. Meanwhile, the city overall experienced what was described as "quite a (construction) boom" during 1910. Not counting the viaduct, the value of new buildings and improvements that year totaled almost half a million dollars. The actual figure, as reported by City Engineer Leaming, was \$461,541.<sup>14</sup>

Sedalia's population when the Washington Avenue Viaduct was built was 17,822, and increasing--although it would soon level off in the low 20,000s. Today, Sedalia's population is



approximately 21,000. (The 1980 census said 20,927.) The population north of the railroad tracks--the area most directly served by the bridge--is 5,212. The number of households within this area is 2,114. (The population and number of households also is from the 1980 census.)

C. THE BUILDER

The Midland Bridge Company of Kansas City, Mo., was a partnership of Henry Freygang and A.A. Trocon.<sup>15</sup> Their last names as well as the company name appeared on iron bridge plates. The Washington Avenue Viaduct was one of hundreds of through-truss bridges (mostly smaller) erected by the firm in the Midwest; it seems reasonable to assume; thousands may not be inaccurate. During a period from around the turn of the century through (at least) World War One, Midland was among scores of builders/fabricators involved in the construction of metal bridges in Missouri. In 1909, for example, Midland was awarded a negotiated \$16,232 contract to erect 30 small (under 20 feet) bridges in Johnson County west of Sedalia. Competition for contracts was keen, with bids for that project submitted by 15 firms. Other bidders were the Western Bridge & Construction Co.; Vincennes Bridge Co.; Joliet Bridge & Iron Co.; Illinois Steel Bridge Co.; Missouri Bridge & Iron Co.; Nebraska Construction Co.; Standard Bridge Co.; Pan American Bridge Co.; Canton Bridge Co.; Stupp Bros. Bridge & Iron Co.; H. T. Ward & Co.; F. L. Freeman; John M. Dillie; and D. H. Young. Competition typically was keen, with bids submitted by firms in several states.

In 1910, Midland was awarded a contract for \$15,000 to erect 27 small steel bridges in Johnson County. During this period, Midland

also bid on other bridge construction projects in Johnson County, and was awarded additional contracts. Although extensive research was not undertaken, the above information gleaned from Johnson County Court records shows that Midland was an active and apparently successful company, simultaneously or at least consecutively involved in the construction of many other bridges during the Washington Avenue Viaduct construction period of 1910-II.

A local example of a Midland bridge which still contains its builder's nameplate (the Washington Avenue Viaduct does not) is the Pratt pony over Hogan Fork in Section 5 of Chilhowee Township in Johnson County.

### III. THE PHYSICAL BRIDGE

#### A. DESCRIPTION

The Washington Avenue Bridge\* at Sedalia consists of a 105-foot Pratt through truss with steel-beam approach spans for a total length of approximately 320 feet. An original blueprint--portions of which are illegible--is kept at the city engineer's office in Sedalia.

Supports are concrete and steel. The deck is wood, with a sidewalk on the west side. Various steel members and all of the wood pieces have been replaced because of rusting and rotting. The concrete abutments have been encased and strengthened. The posted load limit, which does not seem conservative, is only three tons.

The inclined end posts and top chords are connected with cover-plates and lacing bars. Hip verticals are more slender and are

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\*For the remainder of this report, the Washington Avenue Viaduct will be called the Washington Avenue Bridge which is its official designation today--although some people still know it only as "The Viaduct."

connected with lacing bars. Portal bracing consists of criss-cross struts (latticing) and curved corner supports (see photos 12, 16, and 17) which Missouri State Historic Preservation Officer Fred A. Lafser noted give the bridge a more delicate appearance.<sup>16</sup>

The deck and stringers are wood, as are the curbings and side railings. The wood members--planks, bracing and stringers--are nailed and bolted in place. The walkway along the west side is supported by wooden vertical members and metal brackets.

The substructure is steel and concrete. Piers and abutments are concrete. Floor supports are vertical 18-inch I-beams. Entryway supports are channel steel sections with lacing bars. The length of the north approach span is approximately 120 feet. The length of the south approach span is approximately 100 feet.

The original specifications described 22 feet of vertical clearance to the underside of the deck. Today, according to a preliminary engineering report by Larkin Associates, Kansas City, the clearance is closer to 20 feet.<sup>17</sup>

The center-to-center distance between vertical supports is 21 feet 2 inches, but the actual width of the roadway is 18.7 feet. The walkway adds about 6 feet for a total width of approximately 27 feet.

There are 105 feet of clear span (between the centers of the two piers). This main span consists of seven sections or panels 15

feet in length. The distance between vertical end posts is 75 feet. The distance between the top and lower chords is 20 feet. The center-to-center width is 21 feet 2 inches.

The 75-foot central span from hip vertical post to hip vertical post is level. The south approach was designed for a grade of 8.9% and the north, 8.3%, according to the original specifications. (In 1984, the Missouri Highway and Transportation Department reported 7½ to 9% grades on each end, in a Structural Inventory and Appraisal Sheet.)

It should be noted that while the Pratt through-truss was of course an extremely common type of bridge during the early 20th Century, the Washington Avenue Bridge is nonetheless the only example of its specific design in Pettis County. (Presumably this statement could be expanded to include at least a few additional counties. There are no comparable bridges, for example, in neighboring Johnson County.)

#### B. MODIFICATIONS AND MAINTENANCE

Modifications have been minimal with the exception of the supports, which have been strengthened. Many individual pieces of the bridge have been replaced over time because of rusting, rotting, etc. The Missouri Pacific Railroad is responsible for maintenance and repair of the main truss. The city maintains the two approach spans. Details of railroad-sponsored maintenance were not obtained, but city maintenance/modifications records are available at the city engineer's office (back to 1959).

In 1959, according to city engineer's office records, rusted steel sections of the substructure between the steel support columns and walkway braces were replaced with angle steel purchased from Smith Mfg.Co., Sedalia. This was not a major job: the steel cost \$1,283, and city crews did the work. In 1961, the city installed a new wood floor and stringers on the approach spans and replaced rusted cross-bracing. The cost was \$19,505.

The most recent major renovation (by the city) was in 1973, under the supervision of city engineer Robert Cunningham. Then, the approaches were sandblasted and painted, a new deck was installed and the north and south concrete abutments were encased with additional concrete. The contract went to the low bidder, General Contractors, Inc., of Sedalia. The job cost \$44,031.

Specifically, the 1973 work included removal of the old approach deck planking and replacing it with new 3" x 8" x 20' planks, 3" x 8" x 7' walkway planks, 3" x 14" x 18' stringers, and new wooden guard railings and curbing. Cross-bracing between the stringers was 2" x 4" and cut to length. Metal was sandblasted and repainted. The 22 concrete approach footings were strengthened by steel and additional concrete. Abutments were reconditioned.

Today the bridge needs additional maintenance, or at least this would be true if it were not to be removed. Various steel sections are lacy with rust and the flooring shows its age. The bridge was closed briefly last year for replacement of damaged planking at the south approach.

### C. LOCATION

The Washington Avenue Bridge crosses the Missouri Pacific Railroad tracks on Washington Avenue between Main Street on the south and St. Louis Avenue on the north in north Sedalia.

Much of the Original Town of Sedalia (see attached plat map) is served by the Washington Avenue Bridge. When Sedalia was platted in 1860, it was anticipated that the city would grow northward but it grew southward. The boundaries of Original Town, which lie generally between Hubbard Park and Crown Hill Cemetery, are Third Street on the south, Washington Avenue on the east, Missouri Avenue on the west, and Clay Street on the north. Today there are residential areas east and west of the original platted area, with the largest of these just east of Crown Hill Cemetery and a 150-unit public housing project.

Approximately 90% of Sedalia's black population resides in the area north of the Washington Avenue Bridge, according to information compiled for the city's FY 1986 application for a Community Development Block Grant.

The bridge is approximately 1,200 feet northwest of the historic M, K & T Passenger Depot, constructed in 1896. This depot is on the National Register. The south approach is just west of an old (ca. 1900) M, K & T freight depot which is much smaller and simpler than the passenger depot. The freight depot apparently ceased to operate as such in the late 1950s. Since then it has served as a

feed center but today it is another unused remnant of the days when Sedalia was essentially a railroad town with employment for thousands in the various machine shops and other repair facilities of its two railroads.

The south approach is just east of a two-story brick Victorian Functional building, built in ca. 1912. This building was used for many years by the American Disinfecting Co. (ADCO), a Sedalia-based firm founded in 1908. ADCO today is a manufacturer of chemical products for the dry cleaning industry, with domestic and overseas markets. This building contains interesting although not unusual brickwork. The lower storefront has been modernized but original metal pilasters remain at the wall junctures.

A ramshackle frame house, vacant when observed, is just west of the north approach. An auto salvage yard is east of the north approach. All of the adjacent structures and some others (primarily residences) along the right-of-way of a proposed new bridge are targeted for demolition.

#### IV. RATIONALE FOR BRIDGE REPLACEMENT: THE FUTURE

For 76 years, the Washington Avenue Bridge has provided elevated access to a sizable residential area in North Sedalia. Under ordinary conditions, approximately 1,100 vehicles use the bridge daily, it was estimated by Larkin Associates Consulting Engineers, Inc.<sup>18</sup> However, the original design failed to anticipate the weight of modern fire trucks which may be delayed several minutes in making calls if forced to detour over an alternate crossing farther west.

The Washington Avenue route into North Sedalia is the only direct passage when the crossings are blocked by a train, but the recommended load limit is only three tons. Winter snow and ice compounds the problem because the wooden deck can neither be plowed nor salted (salt would corrode the metal deck supports). Given the steep approach grades, sanding is frequently ineffective and the bridge becomes impassable.

For these and other reasons, it was determined after studies by two engineering firms to replace the Washington Avenue Bridge with a new and longer bridge. Alternatives to replacing the bridge with a modern structure are not considered feasible. The "best" alternative location for another bridge would require a longer and more expensive viaduct with proportionately higher maintenance costs. Strengthening of the existing bridge is not recommended because of its age, condition, and geometrics,<sup>19</sup> plus it would in any case greatly alter the bridge's present appearance.

#### V. FOOTNOTES

1. Sedalia Democrat-Sentinel, Jan. 31, 1911.
2. Ibid.
3. Ibid.
4. Ibid.
5. Ibid., June 7, 1910.
6. Ibid., Nov. 6, 1910.
7. Ibid.
8. Ibid., Nov. 10, 1910.



9. Ibid., Jan. 26, 1911.
10. Ibid., Jan. 29, 1911.
11. Ibid., Dec. 6, 1910.
12. Ibid., Nov. 10, 1910.
13. Ibid., Nov. 6, 1910.
14. Ibid., Dec. 31, 1910.
15. Sedalia City Ordinance No. 1123, approved June 7, 1910.
16. Lafser, Fred A., "Statement of the Opinion of the State Historic Preservation Officer Concerning the Eligibility of a Property for Inclusion in the National Register," Sept. 23, 1983.
17. Larkin Associates Consulting Engineers, Inc., "Washington Avenue Bridge Replacement Project Preliminary Engineering Report," December 1985, p. 19.
18. Ibid., Exhibit No. 3 (unpaged).
19. Ibid.

ORDINANCE NUMBER 1123. ✓

AN ORDINANCE Providing for joining with the County of Pettis in the State of Missouri and with the Missouri, Kansas and Texas Railway Company and the Missouri Pacific Railway Company in the construction of a viaduct across the tracks of said Missouri, Kansas and Texas Railway Company and Missouri Pacific Railway Company on Washington Avenue in the City of Sedalia, Missouri, and providing for a contract for the construction and maintenance of such viaduct.

BE IT ORDAINED BY the Council of the City of Sedalia, Missouri, as follows:

SECTION 1. It is hereby provided that a viaduct with the necessary approaches thereto be constructed on Washington Avenue in the City of Sedalia, Missouri, and across the tracks of the Missouri, Kansas and Texas Railway Company and the Missouri Pacific Railway Company where such tracks cross said Washington Avenue.

SECTION 2. Said viaduct and approaches shall be constructed in all respects according to the plans and drawings on file with the Mayor of said City.

SECTION 3. The cost of the construction of such viaduct and approaches shall be paid as follows: one-fourth by the County of Pettis in the State of Missouri, one fourth by the Missouri, Kansas and Texas Railway Company aforesaid, one fourth by the Missouri Pacific Railway Company aforesaid, and one fourth by the City of Sedalia, Missouri, but said City shall not be bound to pay more than one-fourth of the contract price hereinafter stated.

SECTION 4. Henry Freymann and A.A. Trecon, composing the partnership firm of the Midland Bridge Company being the lowest and best bidder for the contract for the construction of said viaduct and approaches at the price and sum of Twelve thousand Dollars, the contract for the building of said viaduct and approaches is hereby awarded to said Henry Freymann and A.A. Trecon, composing the partnership firm of the Midland Bridge Company, subject only to the approval of said County of Pettis and the Missouri, Kansas and Texas Railway Company and the Missouri Pacific Railway Company aforesaid.

SECTION 5. The amount to be paid by said City upon said contract price shall be paid, one half when the total for said viaduct has been delivered upon the ground and the other half when said viaduct and approaches have been completed.

SECTION 6. This Ordinance shall become a binding contract on the part of said City to pay one-fourth of the contract price aforesaid at the times aforesaid when it has been approved by the Mayor of said City and when the written acceptance of the terms hereof so far as they relate to the construction of said viaduct and approaches and the payment by said City of one-fourth of the cost thereof at the contract price aforesaid has been endorsed hereon by said Henry Freymann and A. A. Trecon, composing the partnership firm of the Midland Bridge Company, the Contractors aforesaid.

SECTION 7. The City of Sedalia shall maintain the approaches to said viaduct and shall keep the same in good and sufficient repair for the safe and convenient use thereof and for the safe and convenient use of said Washington Avenue and so as not to encroach upon said Railway tracks or Right of Way; and the Missouri, Kansas and Texas Railway Company and the Missouri Pacific Railway Company aforesaid shall maintain that portion of the viaduct immediately over their respective rights of way and shall keep the same in good and sufficient repair for the safe and convenient use thereof for all purposes of travel; and the Mayor of said City is hereby authorized and directed to enter into written contract for such maintenance with said Railway Companies and the City Clerk of said City shall attest said Contract or Contracts with the seal of said City.

SECTION 8. This Ordinance shall take effect and be in force from and after its passage and approval, and acceptance aforesaid.

Passed by the Council of the City of Sedalia, Missouri, this 6th day of June, 1910.

Approved by the Mayor of said City this 7th day of June, 1910.

J. W. Mellor,  
President of the Council of  
Sedalia, Missouri.  
J. W. Mellor,  
Mayor.

ATTEST with the seal of said City.

*E. B. Barker*, City Clerk, Sedalia, Missouri.

## ORDINANCE NO. 1193. ✓

An Ordinance amending Section 3 and Section 7 of Ordinance Number 1123 of the

City of Sedalia, Missouri, and adding a new section to be known as Section 7A.

BE IT ORDAINED By the Council of the City of Sedalia, Missouri, as follows, to-wit:

Section 1: Section 3 of Ordinance Number 1123 entitled, "An ordinance providing for joining with the County of Pettis in the State of Missouri, and with the Missouri, Kansas and Texas Railway Company and the Missouri Pacific Railway Company in the construction of a viaduct across the tracks of said Missouri, Kansas and Texas Railway Company and the Missouri Pacific Railway Company on Washington Avenue in the City of Sedalia, Missouri, and providing for a contract for the construction and maintenance of such viaduct." Passed by the council of the City of Sedalia, Missouri, June 6th, 1910, and approved by the Mayor of said City June 7th, 1910, is hereby amended by striking out all in said Section 3 following the words "in the State of Missouri" in the third line of said Section as the same appears in the original draft of said Ordinance and inserting in lieu of the words so stricken out the following words "four thousand dollars by the Missouri Pacific Railway Company aforesaid and the balance of said cost of construction by the City of Sedalia, Missouri; the Missouri, Kansas and Texas Railway Company having donated to said City of Sedalia the sum of Two Thousand Dollars to be used by said City of Sedalia in paying the cost of construction of said viaduct and approaches. And the said City of Sedalia shall also pay all damages that may be assessed on account of the building and location of said viaduct and in favor of owners of property abutting upon Washington Avenue along that portion of said Avenue upon which said viaduct and approaches shall be placed" so that said Section, as amended, shall read as follows: one fourth by the County of Pettis in the State of Missouri, four thousand dollars by the Missouri Pacific Railway Company aforesaid and the balance of said cost of construction by the City of Sedalia, Missouri; the Missouri, Kansas and Texas Railway Company having donated to said City of Sedalia the sum of Two Thousand Dollars to be used by said City in paying the cost of construction of said viaduct and approaches. And the said City of Sedalia shall also pay all damages that may be assessed on account of the building and location of said viaduct and in favor of owners of property abutting upon said Washington Avenue along that portion of said Avenue upon which said viaduct and approaches shall be placed.

Section 2. Section 7 of said Ordinance Number 1123 is hereby amended by striking out from the eleventh line of said Section as the same appears in the original draft of said Ordinance the words "for such maintenance" and by inserting after the word "Companies" in said eleventh line the following words, to-wit: "for such maintenance and for the payment of damages assessed as aforesaid on account of the building and location of said viaduct" so that said Section 7 as amended shall read as follows, to-wit:

Section 7: The City of Sedalia shall maintain the approaches to said viaduct and shall keep the same in good and sufficient repair for the safe and convenient use thereof and for the safe and convenient use of said Washington Avenue, and so as not to encroach upon said Railway tracks or rights of way; and the Missouri, Kansas and Texas Railway Company aforesaid shall maintain that portion of said viaduct immediately over their respective rights of way and shall keep the same in good and sufficient repair for the safe and convenient use thereof for all purposes of travel; and the Mayor of said City is hereby authorized and directed to enter into written contracts with said Railway Companies for such maintenance and for the payment of damages assessed as aforesaid on account of the building and location of said viaduct and the City Clerk of said City shall attest said contract or contracts with the seal of said City.

Section 3: There is hereby added to Ordinance Number 1123 a new section to be known as Section 7A which is as follows:

Section 7A: That portion of said Washington Avenue below the span of said viaduct and lying across the rights of way of said Railway Companies is hereby vacated and shall no longer be a part of the public streets of the City of Sedalia, Missouri, so long as said viaduct stands in sufficient repair for the purposes for which the same is to be built as aforesaid, and upon being requested so to do by the Missouri, Kansas and Texas Railway Company and the Missouri Pacific Railway Company the City shall on or before the 31st day of March, 1911, vacate that part of Mill Street and St. Louis Street in said City, upon which said Railway Companies own the abutting property.

Section 4: This Ordinance shall take effect and be in force from and after its passage and approval. Passed by the Council of the City of Sedalia, Missouri this 7th day of November, 1910.

J. W. Mellor,  
President of the Council.

Approved by the Mayor of said City on the 8th day of November, 1910.

J. W. Mellor,  
Mayor.

Attest with the seal of said City.

(L.S.)

*B. E. Barker*  
City Clerk.